

Subway Strategies

Flushing Line 10th Avenue Station: The Flushing Line, with funding support from New York City, is being extended to serve the last major redevelopment area in the Manhattan core, the far West Side. This extension from Times Square to West 34th St. at 11th Ave. uses the “best practice” approach of leveraging revenues from large land use redevelopment to fund greater transit capacity. This “value capture” approach is one of the largest ever undertaken, and will help create a thriving West Midtown district of up to 34 million square feet of new residential, commercial and retail development. Construction of this intermediate station could provide better transit access to the north edge of the Hudson Yards Development area and the growing “West Midtown” residential district.

Utilizing Available Rail Rights-of-Way: One challenge in providing for non-core based travel is the availability of travel corridors supporting radial routes linking existing subway, bus and rail lines. A possible option is the utilization of abandoned or underutilized Rights of Way such as the LIRR Bay Ridge Branch (linking southern and eastern Brooklyn with Central and northern Queens) or the abandoned Rockaway Beach Branch (linking Howard Beach and Ozone Park with Woodhaven) as transverse routes linking radial subway lines. Conversion of existing ROWs, where a solution to an identified travel need can be defined, could help reduce land acquisition and construction costs, and facilitate construction time in densely developed areas.